



NEIGHBORHOOD MEETING

MAY 26, 2015

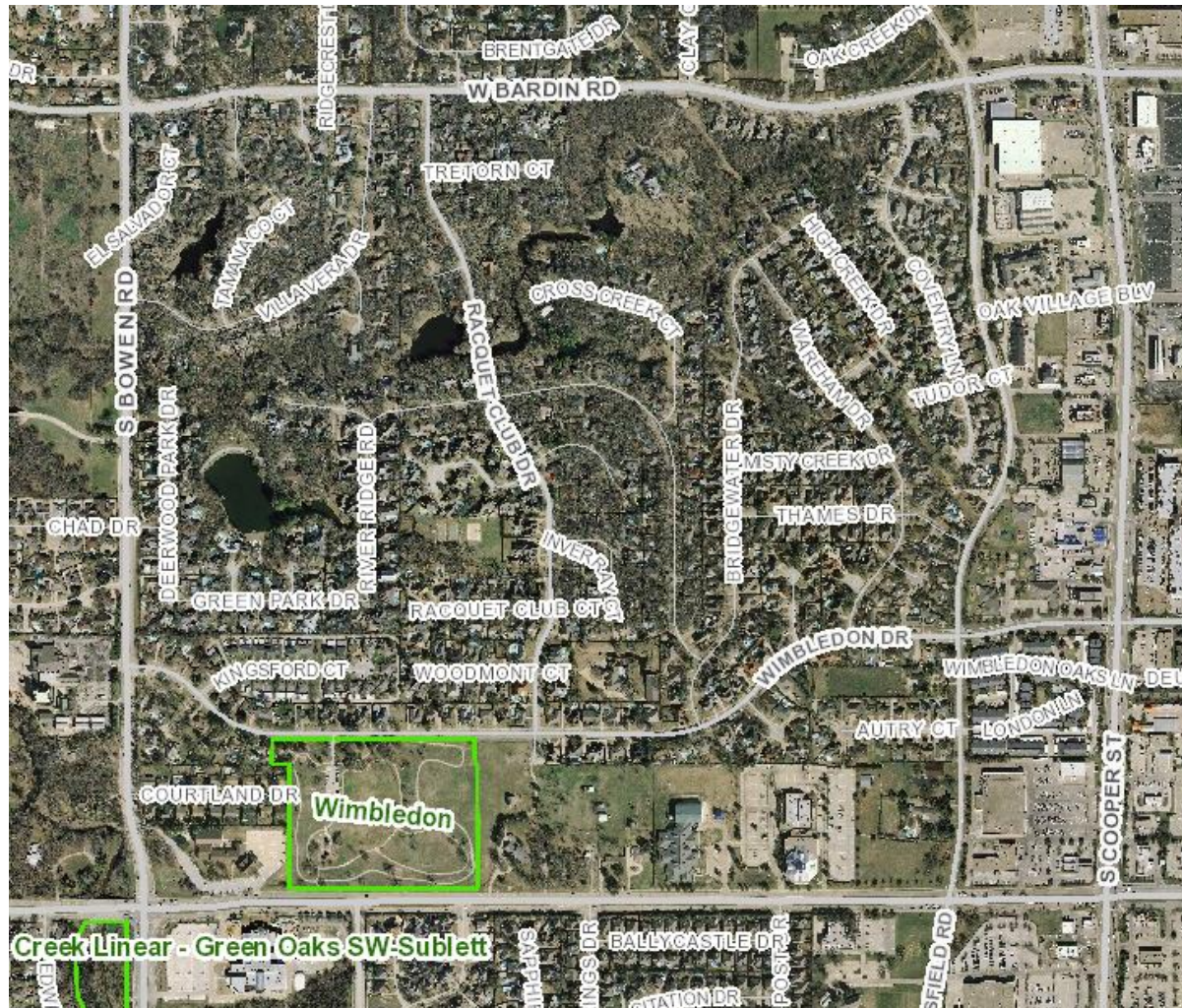
Mindy Carmichael, P.E.
Assistant Director, Operations
Public Works and Transportation Department

Purpose of Meeting

- Discuss speeding concerns along Racquet Club Drive and Wimbledon Drive
- Discuss speed cushion policy
- Discuss results of speed and volume studies
- Discuss possible solutions



Wimbledon Addition



SPEED CUSHION POLICY

- The following criteria must be satisfied for a street to be eligible for speed cushion installation:
 - 1. Operational Characteristics of the Street
 - 2. Petition
 - 3. Cost Responsibility



Speed Cushions – Operational Characteristics

- The following Operational Characteristics must be met:
 1. Street in question must be residential or residential collector
 2. Street can be no wider than 38 feet
 3. Only one moving lane of traffic in each direction
 4. Traffic volumes must be more than 500 and less than 3000 vehicles per day



Speed Cushion - Petition

- A petition supporting the installation of speed cushions is required from a minimum of 70 percent of the residents and/or property owners residing on the street and the affected area.
- At location of speed hump placement, 100% concurrence from adjacent property owners.
- The petition will identify “one vote for one lot.” Multiple signatures from the same address will count for only one vote for that property.



Speed Cushions – Cost Responsibility

The speed cushion installation cost, including signs, materials, markings will be shared by the City and residents according to the chart below:

| Actual 85 th Percentile Speed | Residents' Cost Share |
|--|-----------------------|
| Less than or equal to 35MPH | 100% |
| 36 MPH – 38 MPH | 50% |
| Greater than 38 MPH | 0% |

- The 85th percentile of speed is defined as the speed of 85% of the drivers using the roadway.
- The Director of Public Works and Transportation reserves the right to waive the residents share of the cost in extenuating circumstances.



BACKGROUND

- In February, 2012 excessive speed was reported on Racquet Club Drive
- The city performed a traffic study and analysis of the results showed evidence of speeding
- A speed hump petition with 70% concurrence was never received by city
- Another speed study was conducted in May, 2015 to determine if speeding was still an issue on Racquet Club Drive
- A speed and volume study was performed on Wimbledon Drive



STUDY RESULTS – RACQUET CLUB 2012

| Date | Location | Direction | Traffic Volume (vpd) | Speed (mph) |
|---------------------|---|------------|----------------------|-------------|
| Saturday, 2/25/12 | Between Bardin Rd. and River Ridge Rd. | Northbound | 528 | 39.2 |
| | | Southbound | 542 | 44.5 |
| Sunday, 2/26/12 | | Northbound | 468 | 37.6 |
| | | Southbound | 429 | 42.8 |
| Saturday, 2/25/2012 | Between River Ridge Rd. and Wimbledon Dr. | Northbound | 345 | 32.4 |
| | | Southbound | 339 | 31.0 |
| Sunday, 2/26/12 | | Northbound | 322 | 31.7 |
| | | Southbound | 294 | 31.7 |

STUDY RESULTS – RACQUET CLUB 2015

| Date | Location | Direction | Traffic Volume (vpd) | Speed (mph) |
|-------------------|---|------------|----------------------|-------------|
| Tuesday, 5/5/15 | Between Bardin Rd. and River Ridge Rd. | Northbound | 607 | 36.2 |
| | | Southbound | 623 | 35.0 |
| Wednesday, 5/6/15 | | Northbound | 624 | 35.4 |
| | | Southbound | 629 | 35.0 |
| Tuesday, 5/5/2015 | Between River Ridge Rd. and Wimbledon Dr. | Northbound | 296 | 30.5 |
| Wednesday, 5/6/15 | | Southbound | 315 | 30.7 |
| | | Northbound | 314 | 29.3 |
| | | Southbound | 344 | 30.2 |

STUDY RESULTS – WIMBLEDON DR. 2015

| Date | Location | Direction | Traffic Volume (vpd) | Speed (mph) |
|------------------|--|-----------|----------------------|-------------|
| Tuesday, 5/19/15 | Between Racquet Club Dr. and Mansfield Rd. | Eastbound | 998 | 33.4 |
| | | Westbound | 915 | 34.3 |
| Tuesday, 5/26/15 | | Eastbound | 846 | 32.8 |
| | | Westbound | 759 | 31.5 |

POSSIBLE SOLUTIONS:

- Racquet Club Drive:
 1. Eligible for Speed Cushions
 2. Between Bardin and Wimbledon
 3. At a maximum of 4 locations
 4. Requires petition with 70% concurrence
 5. City will pay 100%
- Wimbledon Drive
 1. Ineligible for Speed Cushions
 2. Width of Street (44 feet wide)
 3. Speeds below 35 MPH
 4. Police enforcement of documented speeders



Racquet Club Speed Cushion Petition

Next week, the city will mail a petition to each household shown on the affected area map.

Seventy percent (70%) of the highlighted houses is required indicating their approval of speed hump installation.

Petitions in favor of the installation shall be returned to the city by July 1.



Wimbledon at Bridgewater

Any of the following criteria must be satisfied for residential intersections to be eligible for multiway stop control devices:

1. Where total vehicular traffic on each approach is approximately equal in a 24 hour period. (300 vpd on Bridgewater vs 1700 vpd on Wimbledon)
2. An annual average of 5 accidents which are deemed correctable by the stop sign installation
3. An average 30 second delay per vehicle on the minor street during the highest hour of volume on the major street
4. Visibility considerations

Items 1., 2. and 4. have not been met. The city can perform a delay study to document the actual delays at Bridgewater/Wimbledon.



QUESTIONS

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